

Route C Contract Awarded

2-17-88

The apparent low bid to construct Route C, connecting Kamas with the Park City Junction, was submitted by W.W. Clyde & Company, Springville, for \$13,997,021, more than \$2 million below the engineer's estimate. The same company was awarded the contract for the first stage of the relocation of U.S. Highway 40, presently under construction.

Route C, a two-lane highway, is designated as the replacement for U.S. 189 which will be flooded by

the Jordanelle Reservoir at its junction with U.S. 40. Wildlife warning reflectors will be installed along the highway because of a high deer population.

The design for Route A, connecting Heber City and Kamas along the southeastern shore of the reservoir, is complete, and scheduled for construction in time to open for traffic at the same time as 40 and 189.

Although Wasatch County succeeded in its 10-year battle to raise

the standards of Route A from a 35 mph county road to a 55 mph highway, officials voiced some remaining concerns in a meeting with officials from the Utah Department of Transportation (UDOT) last week.

The county commission is concerned about whether Route A will be designated as a state or county road. They are fighting to get it out of county jurisdiction to avoid being responsible for repairs and snow removal. County Transportation Commissioner Pete Coleman has said that, according to his information, it will be a state highway. However, the matter isn't officially resolved.

Kent Berg, public works director, questioned UDOT about the number of access points on the Route A alignment design to a parallel county road that will be abandoned. Because the county has been responsible for the Route A design, UDOT wasn't able to explain the access points but suggested they might be to avoid landlocking some of the properties. Berg said the adjacent property is owned by only two or three people and that he would investigate further.

He also asked if that county road will be obliterated as part of the Route A construction contract. He said if it remains, the county will be responsible for upkeep and snow removal, even if it is seldom used. The UDOT representatives couldn't answer the question but suggested that if the obliterations weren't included, it would probably be practical for the county to use its own equipment to make it unusable, except what might be necessary to provide access to local properties.

UDOT said 18 additional state employees will be moved to the Jordanelle project, adding to growth in Wasatch County, and that some local firms are being hired for sub-contract work.



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